

IN THE CLAIMS:

Substitute the following claims for the pending claims having the same numbers.

1. (currently amended) A liftable suspension system for use on a vehicle, comprising:

first and second wheel spindles positioned to extend outwardly at each respective lateral side of the vehicle, the first and second spindles being displaceable independent of each other, each of the first and second spindles being rotatably connected to a respective one of first and second support devices, and each of the first and second spindles being pivotably attached to a king pin of the respective one of the first and second devices; and

an actuator operable to raise at least the first spindle, so that a tire rotatably connected to the first spindle is liftable out of engagement with a road surface when the actuator raises the first spindle.

2-3. (canceled)

4. (currently amended) The suspension system according to claim 3 1, wherein the first and second devices are independently displaceable relative to each other.

5. (currently amended) The suspension system according to claim 3 1, wherein each of the first and second devices is

pivotably connected to a frame of the vehicle when the suspension system is attached to the vehicle.

6. (currently amended) ~~The suspension system according to claim 3, wherein~~ A liftable suspension system for use on a vehicle, comprising:

first and second wheel spindles positioned to extend outwardly at each respective lateral side of the vehicle, the first and second spindles being displaceable independent of each other, each of the first and second spindles being rotatably connected to a respective one of first and second support devices, and each of the first and second spindles is being connected via a steering knuckle to the respective one of the first and second devices; and

an actuator operable to raise at least the first spindle, so that a tire rotatably connected to the first spindle is liftable out of engagement with a road surface when the actuator raises the first spindle.

7. (canceled)

8. (currently amended) The suspension system according to claim 3 1, wherein the actuator is connected to the first device, so that the actuator applies an upwardly biasing force to the first device when the actuator raises the first spindle.

9. (withdrawn) The suspension system according to claim 8, wherein the actuator is connected between the first device and a bracket configured for attachment to a frame of the vehicle.

10. (withdrawn) The suspension system according to claim 9, wherein an arm is pivotably connected to the first device, and is pivotably connected to the bracket.

11. (currently amended) The suspension system according to claim 3 1, wherein each of the first and second devices is pivotably connected to a respective one of first and second arms, each of the first and second arms being configured for pivotable connection to a frame of the vehicle.

12. (original) The suspension system according to claim 11, wherein the actuator is attached between the first arm and the first device.

13. (currently amended) ~~The suspension system according to claim 11,~~ A liftable suspension system for use on a vehicle, comprising:

first and second wheel spindles positioned to extend outwardly at each respective lateral side of the vehicle, the first and second spindles being displaceable independent of each other, each of the first and second spindles being rotatably connected to a respective one of first and second support devices, each of the first and second devices being pivotably connected to a respective one of first and second arms, and each

of the first and second arms being configured for pivotable connection to a frame of the vehicle; and

an actuator operable to raise at least the first spindle, so that a tire rotatably connected to the first spindle is liftable out of engagement with a road surface when the actuator raises the first spindle, and wherein the actuator elongates between an attachment to the first arm and an attachment to the first device to thereby raise the first spindle.

14. (original) The suspension system according to claim 13, wherein the attachment to the first arm includes a bracket which secures an end of the actuator to the first arm.

15. (original) The suspension system according to claim 13, wherein the attachment to the first device includes an inwardly extending portion of the first device, the portion extending inwardly relative to a pivot between the first arm and the first device.

16. (original) The suspension system according to claim 15, wherein an air spring is attached to an upper side of the first device portion, and wherein the actuator is attached to a lower side of the first device portion.

17. (currently amended) ~~The suspension system according to claim 11,~~ A liftable suspension system for use on a vehicle, comprising:

first and second wheel spindles positioned to extend outwardly at each respective lateral side of the vehicle, the first and second spindles being displaceable independent of each other, each of the first and second spindles being rotatably connected to a respective one of first and second support devices, each of the first and second devices being pivotably connected to a respective one of first and second arms, each of the first and second arms being configured for pivotable connection to a frame of the vehicle, and wherein each of the first and second arms is a lower arm of a parallel link-type suspension; and

an actuator operable to raise at least the first spindle, so that a tire rotatably connected to the first spindle is liftable out of engagement with a road surface when the actuator raises the first spindle.

18. (withdrawn) The suspension system according to claim 11, wherein each of the first and second arms is an upper arm of a parallel link-type suspension.

19. (withdrawn) The suspension system according to claim 11, wherein the actuator is connected between the first arm and a bracket, the first arm being pivotably connected to the bracket.

20. (original) The suspension system according to claim 11, wherein the actuator applies a force to the first arm to thereby pivot the first arm relative to the first device when the first spindle is raised.

21. (original) The suspension system according to claim 20, wherein the actuator also applies an oppositely directed force to the first device to thereby pivot the first arm relative to the first device when the first spindle is raised.

22. (withdrawn) The suspension system according to claim 20, wherein the actuator also applies an oppositely directed force to a bracket to thereby pivot the first arm relative to the first device when the first spindle is raised, the first arm being pivotably connected to the bracket.

23. (withdrawn) The suspension system according to claim 22, wherein the bracket is configured for attachment to the vehicle frame.

24. (withdrawn) The suspension system according to claim 11, further comprising a third arm pivotably connected to the first device, and wherein the actuator applies a force to the first arm and an oppositely directed force to the third arm when the first spindle is raised.

25. (original) The suspension system according to claim 11, wherein at least one of the first and second arms is made of a composite material.

26. (original) The suspension system according to claim 25, wherein the composite material is a resin-impregnated fabric.

27. (currently amended) A liftable suspension system for use on a vehicle, comprising:

first and second wheel spindles;

first and second support devices, each of the first and second spindles extending outwardly relative to a respective one of the first and second support devices;

first and second arms, each of the first and second support devices being pivotably connected to a respective one of the first and second arms, and each of the first and second arms being configured for pivotable connection to a frame of the vehicle; and

an actuator operative to lift at least the first support device relative to the vehicle frame when the suspension system is attached to the frame, the actuator applying a force to the first device and an oppositely directed force to the first arm when the first device is lifted relative to the vehicle frame,

and wherein the first and second support devices are displaceable relative to the vehicle frame independently of each other when the suspension system is attached to the frame.

28. (original) The suspension system according to claim 27, wherein each of the first and second spindles is rotatable relative to the respective one of the first and second devices.

29. (original) The suspension system according to claim 27, wherein each of the first and second devices has a respective one of first and second king pins secured thereto, and wherein

each of the first and second spindles is pivotably connected to a respective one of the first and second king pins.

30. (original) The suspension system according to claim 27, wherein the suspension system is steerable by rotating the first and second spindles.

31. (original) The suspension system according to claim 30, wherein a tie rod connected between the first and second spindles forces the first and second spindles to rotate together.

32-36. (canceled)

37. (currently amended) ~~The suspension system according to claim 27,~~ A liftable suspension system for use on a vehicle, comprising:

first and second wheel spindles;

first and second support devices, each of the first and second spindles extending outwardly relative to a respective one of the first and second support devices;

first and second arms, each of the first and second support devices being pivotably connected to a respective one of the first and second arms, and each of the first and second arms being configured for pivotable connection to a frame of the vehicle; and

an actuator operative to lift at least the first support device relative to the vehicle frame when the suspension system is attached to the frame,

wherein the first and second support devices are displaceable relative to the vehicle frame independently of each other when the suspension system is attached to the frame, and

wherein the actuator is connected to a first side of a portion of the first device, the actuator applying a first force to the first device portion when the first device is lifted relative to the frame, and wherein an air spring is connected to an opposite second side of the first device portion, the air spring applying a second force to the first device portion to bias the first device downwardly relative to the frame.

38. (canceled)

39. (original) The suspension system according to claim 27, wherein each of the first and second arms is part of a parallel link-type suspension.

40. (withdrawn) The suspension system according to claim 27, further comprising an air spring connected to the first device and configured for attachment to the vehicle frame for downwardly biasing the first device relative to the frame, the air spring having an upper end which is upwardly positioned relative to a lower side of the frame when the suspension system is attached to the frame.

41. (withdrawn) The suspension system according to claim 27, further comprising an air spring connected to the first device and configured for attachment to the vehicle frame for downwardly biasing the first device relative to the frame, the entire air spring being outwardly positioned relative to the frame when the suspension system is attached to the frame.

42. (original) The suspension system according to claim 27, wherein at least one of the first and second arms is made of a composite material.

43. (original) The suspension system according to claim 42, wherein the composite material is a resin-impregnated fabric.

44. (original) The suspension system according to claim 27, wherein the actuator is connected to the first device, so that the actuator applies an upwardly biasing force to the first device to thereby lift the first device.

45-46. (canceled)